

BEAVERTON TRAFFIC COMMISSION
MEETING MINUTES
MARCH 4, 2010

CALL TO ORDER

On Thursday, March 4, 2010, at 7:05 p.m., Chairman Scott Knees called the Traffic Commission meeting to order in the Forrest C. Soth City Council Chamber, 4755 SW Griffith Drive, Beaverton, Oregon.

ROLL CALL

Traffic Commissioners present included Scott Knees, Thomas Engel, Steve Harris, Patrick Reynolds, Vincent Tran, and Thomas Wesolowski. Commissioner Lauren Holmes was excused.

City of Beaverton staff included City Transportation Engineer Jabra Khasho, Traffic Sergeant Steven Schaer, and Recorder Debra Callender.

VISITORS

No one in the audience came forward.

STAFF COMMENTS

Mr. Khasho said copies of additional written testimony on TC 666 are in the Commissioners' desk packets. Copies for the audience are available on the entry table.

CONSENT

Chairman Knees reviewed the consent agenda comprised of the draft minutes of the January 7, 2010, meeting and the final written order for issue TC 665 "Parking Revisions on SW Redstone Drive between 155th Avenue and the Dead End West of 158th Avenue" from the January meeting.

There were minor corrections to the minutes

Commissioner Wesolowski MOVED, SECONDED by Commissioner Tran to approve the amended minutes of the January 7, 2010, Traffic Commission meeting and the final written order on Issue TC 665.

Question called on the motion. Commissioners Knees, Engel, Harris, Reynolds, Tran, and Wesolowski voting AYE, the MOTION CARRIED unanimously. (6:0)

PUBLIC HEARING

Issue TC 666: Striping of Bike Lanes and Parking Revisions on SW Lombard Avenue between 1st Street and Denney Road

Chairman Knees opened the public hearing.

Staff Report:

Mr. Khasho said he began reviewing bike safety on Lombard Avenue after he received several anonymous messages stating bike safety concerns and requesting the addition of bike lanes. He said several City employees also requested striped bicycle lanes on Lombard. These employees use Lombard for their bicycle commute to work.

Mr. Khasho said Lombard is classified as a Collector Street. He said current City standards describe a two-lane Collector Street as 34-feet wide with no parking on either side. This equals two, 12-foot vehicle lanes and two, five-foot bicycle lanes.

Mr. Khasho said Lombard Avenue provides critical north/south connectivity parallel to Highway 217. Lombard also provides regional connectivity between the Fanno Creek Trail near Denney Road to the Beaverton Transit Center at Lombard and Center Street.

Mr. Khasho said Lombard's pavement width between Farmington and Allen (or 1st Street and Allen) is 34 feet; between Allen and Denney the pavement width is 40 feet, which meets or exceeds the City's current Collector Street standard for vehicle lanes with separate bicycle lanes.

Mr. Khasho said he monitored Lombard's on-street parking for about two weeks and recorded the data. He also drives Lombard at least four times a day and made additional observations during those trips. The greatest number of cars parked on Lombard (1st Street to Allen) was two cars, both on the west side. Between Allen and Denney, 12 cars were parked on the west side and five were parked on the east side. The staff report drawings show the distribution of these cars using numbered circles.

Mr. Khasho said some of Lombard's on-street parking would need to be restricted to install bike lanes. He said between 1st Street and Allen, parking would need to be restricted between 7th Street to just north of Allen. Currently, parking is restricted on both sides of Lombard between 1st and 7th Streets. Between Allen and Denney Road, south of Allen, we can maintain parking on the west side by reducing the travel lane width from 12 to 11 feet. This would provide 11-foot travel lanes, 5-foot bike lanes, and an 8-foot parking strip. Mr. Khasho said staff believes that due to the low demand for on-street parking on Lombard between 7th Street and Allen Boulevard and on the east side between Worry Lane and Denney Road, the demand for parking can be accommodated on the side streets and on the west side of the street between Why Worry Lane and Denney Road. Staff recommends striping bike lanes on Lombard Avenue between 1st Street and Denney Road, and prohibiting parking on both sides between 7th and Allen and on the east side between Why Worry Lane and Denney Road.

Commissioner Wesolowski asked if staff checked the parking on nights and weekends.

Mr. Khasho said monitoring times included midnight Friday and Saturday, Saturday and Sunday morning, and weekday monitoring.

Commissioner Wesolowski asked if regulations stipulate five-foot bike lanes.

Mr. Khasho said five feet is the minimum bike lane width, with 11 feet being the minimum for auto lanes. For example, Allen Boulevard has 11-foot travel lanes.

Commissioner Tran asked for the exact times staff monitored Lombard's parking.

Mr. Khasho said staff monitored parking between January 25 and February 7, 2010. Monitoring hours were 7:00 a.m., 11:50 a.m., 1:30 p.m., 8:30 p.m., 9:30 p.m., and 11:50 p.m. They checked parking at least five times each day during the survey period.

Commissioner Tran asked if data was collected using drive-by monitoring or had a staff person stood on Lombard visually collecting data.

Mr. Khasho said it was drive-by data collection. They noted that the same cars seemed to be parked in the same locations much of the time.

Commissioner Harris noticed that the staff report says Collector Streets normally have two vehicle lanes and two bike lanes with no on-street parking. He asked if Lombard's on-street parking was just an extra benefit for residents.

Mr. Khasho said Lombard is a very old street and for many years it had no sidewalks. Street standards were different back in the 1960s and earlier. Current City standards specify that Collector Streets do not have on-street parking.

Chairman Knees asked if striping bike lanes would require changing the centerline.

Mr. Khasho said no centerline changes would be needed between 1st Street and Allen. Between Iron Horse Lane and Denney Road, the center line would need to be moved east approximately four feet to allow for both parking and bike lanes.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Marty Deer, Mark Boguslawski, Judy Hobday, Ernest and Evelyn Metcalfe, Ramona Crocker, Penny Douglas, Henry Kane, Manetta and Scott Andrew, Vose NAC, Sara Smith, and Skylar Rencher (on file).

Chairman Knees limited individual testimony to five minutes.

Wendy Kroger, Beaverton, said she is chair and spokesperson for the Tualatin Hills Park and Recreation District's (THPRD) Trails Advisory Committee. The Committee supports bike lanes on Lombard because the lanes would uphold Beaverton's larger vision, help meet the City's transportation connectivity goals, and fulfill Council Goal No. 3 "Continue to plan for, improve, and maintain the City's infrastructure." Ms. Kroger said the City's Comprehensive Plan includes trail connectivity and these bike lanes are part of the Beaverton Creek Trail and they would eventually connect to the Fanno Creek Trail. Ms.

Kroger stressed that Lombard is a critical trail connection for commuters from Beaverton's neighborhoods who want to reach the Beaverton Transit Center and then travel on to Hillsboro, Portland, or even the International Airport. Commuters are becoming comfortable using a combination of transportation modes to get to work. She said the THPRD Trails Advisory Committee believes this is a good proposal because it moves cyclists past the dangerous section of Hall Boulevard, it increases north-south connectivity, and it increases access to the Fanno Creek Trail. She said Lombard is wide enough to install bike lanes. She asked the Commission to support the proposal.

Commissioner Engel asked why cyclists need marked lanes.

Ms. Kroger said cars and bicycles move at different speeds and it is not safe to mix vehicles traveling at different speeds. She said cyclists do not have the armor that cars have. Separate bike lanes equalize some of this disparity.

Encarnacion F. De La Rosa, Jr., Beaverton, said he has lived next to the Lombard Arco station for 30 years and he is against bike lanes. He said the City asked him to donate property to construct a pullout at the TriMet bus stop in front of his house; he did this and now the bus stop's trash can overflows and the garbage makes his house look bad. He has complained to the City and they have done nothing. He said the travel lanes at the Arco station are narrow because of the left turn lane and the bus stop pullout. Drivers cut into the on-coming lane to make a left turn into the gas station. He said the school buses, TriMet buses, garbage trucks, and cars make it hard to back out of his driveway and adding bike lanes would make it worse. As for Mr. Khasho's comment that few cars park on Lombard, he said the neighbors are not stupid enough to park on a street where people drive 50-60 mph and a drunk could smash their parked car.

Commissioner Engel asked if Mr. De La Rosa's objection is that bike lanes are unsafe or does he feel that he has already given the City enough.

Mr. De La Rosa said all of the above and more; Lombard is like a three ring circus.

Commissioner Tran asked what he thought about the engineer's statement that few cars park on Lombard.

Mr. De La Rosa said that is wrong. People do not park on Lombard because it is unsafe.

Commissioner Tran asked if he is worried that he might hit a cyclist while reversing out of his driveway.

Mr. De La Rosa said that of course he is worried. He said if they add bike lanes, they should make Lombard a one-way street.

Commissioner Tran asked if he thought bike lanes would increase the number of cyclists riding on Lombard.

Mr. De La Rosa said certainly there would be more; that is why he suggested making Lombard into a one way street. He said there is barely enough lane space to drive around a bus and removing parking and adding bike lanes would make it worse.

Tom Kuzmic, Beaverton, said he has lived on Lombard 15 years and he sees lots of bike traffic on Lombard. He said cyclists have told him they do not ride on Hall because it is dangerous. He said he has a narrow driveway and needs on-street parking for friends; he does not want his friends to park on a side street then have to walk across Lombard. He said ambulances, fire, and police cars drive fast on Lombard and adding more bikes would decrease safety. Mr. Kuzmic said he has observed cyclists reading while riding, disobeying traffic laws, and riding recklessly. He said the City should repair Hall's bike lanes instead of adding new bike lanes on Lombard that might never be used.

Commissioner Wesolowski asked where Mr. Kuzmic lives on Lombard.

Mr. Kuzmic said he lives one-half block south of 9th Street.

Chairman Knees asked if Mr. Kuzmic's position was that the City should repair the bike lane problems on Hall and not encourage bike travel on Lombard.

Mr. Kuzmic said that was correct. He said another idea was to designate one of Lombard's sidewalks for bikes and one for pedestrians.

Commissioner Tran asked if Mr. Kuzmic saw many cyclists on Lombard.

Mr. Kuzmic said he sees regular bike traffic on Lombard.

Commissioner Tran asked if Mr. Kuzmic's objection to installing bike lanes is the potential volume of cyclists who might use Lombard.

Mr. Kuzmic said the increased volume of bike traffic is his concern and he worries the behaviors of irresponsible cyclists would lower safety.

Commissioner Tran asked for Mr. Kuzmic's thoughts on the possibility that bike lanes might improve overall safety for everyone. He said Mr. Kuzmic stated a concern about the inconvenience to his guests who might need to walk across Lombard.

Mr. Kuzmic said he has to back out of his driveway onto Lombard and traffic is already heavy and he often has to wait. He said more cyclists would add to the waiting time.

Leonard Masters, Beaverton, said he lives in the apartments on Why Worry Lane and this complex has more parking demand than parking spaces. He said he rarely sees bikes on Lombard, probably because Lombard does not lead anywhere a cyclist would want to go. He said the City should repair the bike lane problems at Hall/Allen so cyclists use Hall as their north-south bike route. He said few people park on the north end of Lombard and believes this is because the garbage truck must access the curb to pick up roll carts. Mr. Masters said bikes and buses are likely to sideswipe each other if more bikes are encouraged to use Lombard. He said striping bike lanes on Lombard defies common sense and is a waste of tax money.

Commissioner Tran asked Mr. Masters if drivers' visibility might not increase on Lombard if parking were banned and bikes were confined to bike lanes.

Mr. Masters said that might help people with driveways but not the man who lives near the bus stop by Arco. He said cyclists would likely ride right around a stopped bus and he doubts they would pause for a driver backing out of a driveway. He said his main objection is that too few cyclists use Lombard to justify the cost of striping bike lanes.

Commissioner Wesolowski asked how cyclists manage to maneuver around garbage roll carts today, when there are no bike lanes.

Mr. Masters said they ride in the street and keep their eyes open.

Commissioner Wesolowski asked if Mr. Masters thought installing bike lanes would lead to cyclists not “keeping their eyes open.”

Mr. Masters said he has no way to predict that.

Donna Bickle, Beaverton, said she hardly ever sees a cyclist on Lombard south of Allen, but she does see many cars parked on that part of Lombard. She said her street is too narrow for bike lanes and cyclists should be using the bike lanes on Hall. Ms. Bickle said this plan is a waste of taxpayer money. She said cyclists are inconsiderate and pay little attention to anyone but themselves. She said painting bike lanes on Lombard is a foolish idea and the City should have asked the neighborhood to vote to see if they wanted bike lanes on their street. She said she has lived around Beaverton for 30 years and finds it absurd that the City would propose such a ridiculous idea as bike lanes on her street.

Geary Million, Beaverton, said he lives on a nearby side street and travels Lombard at least twice a day. Mr. Million said Lombard is dark, dimly lit, and dangerous at night. He said traffic backs up for several blocks on southbound Lombard at Allen during rush hours. He said residents have to park with two wheels on the grass right-of-way to protect their cars. He requested permission to question the City Transportation Engineer.

Chairman Knees said Mr. Million could state his questions, but staff would not respond until after the close of the public hearing.

Mr. Million asked: Why would the City follow up on requests from people who leave anonymous messages? How many are “several” phone calls and were these calls documented?

Mr. Million said the staff report states “several” City staff use Lombard as a bike commute route to reach City Hall; this sounds like a couple government employees want residents to sacrifice their parking and property values so they can ride to work on their bicycles. He said cyclists ride irresponsibly and need safety education. He questions the engineer’s data about the number of parked cars on Lombard. Mr. Million challenged the Commissioners to walk or drive Lombard during rush hours and at night so that they can see for themselves.

Commissioner Tran asked if he thinks Lombard has heavy traffic during certain hours.

Mr. Million said that is what he said.

Commissioner Tran said Mr. Million also stated he has observed few cyclists on Lombard .

Mr. Million said the last cyclist he saw on Lombard was “crunched” on the corner of Allen and 5th Street.

Commissioner Tran said perhaps if street parking were removed and cyclists were kept within a five-foot lane, Lombard would have more usable space.

Mr. Million said that might be true; however, it would also devalue residents’ property.

Commissioner Tran said he heard and noted Mr. Million’s property devaluation concern. Returning to the previous comment, he said confining bikes and removing parking should allow more space for traffic.

Mr. Million said he is not willing to make that tradeoff and City government has no right to take from the many to give to the few. Pointing to the staff report drawings, he said the bike lanes vanish at the intersections and that is dangerous.

Commissioner Tran said Mr. Million stated in testimony that he observed more parked cars than the engineer reported. At what time of day did he make those observations?

Mr. Million said cars are parked on Lombard mornings, afternoons, and weekends, and from now on, he will be watching and counting parked cars to see who was right.

Commissioner Tran asked if he sees more parked cars in the evening or during the day.

Mr. Million said he does not live on that street so it depends when he drives it. He said the point is that there is too much large vehicle traffic on Lombard and bike lanes will encourage more cyclists and decrease safety. He doubts that a typical cyclist would stop behind a bus or garbage truck—instead, they would ride around the stopped vehicle, possibly causing a collision.

Nicky Fleming, Beaverton, said she lives on Cheshire Road off Lombard. Mrs. Fleming said the section of Lombard between Allen and Denney is wider and has lighter traffic; that section is safe for bikes as it is now, although few cyclists ride there. She distributed photos of a 100-year-old oak tree growing in the middle of the sidewalk on the corner of Cheshire and Lombard (photos on file). She said the tree blocks the line of sight of approaching traffic and she must cautiously creep forward, past the point of the potential bike lane, when entering Lombard. She said adding bike lanes would decrease safety. She said both cyclists and drivers engage in risky behaviors and cyclists should not assume that a painted bike lane could protect them. She said cyclists would go whizzing down the street and have no idea they are entering a car’s blind spot. She said side streets cannot accommodate the parking removed from Lombard. She said Cheshire is narrow, curved, and has blind spots; in addition, she said one of her neighbors owns six cars and another owns three and they want to park on Cheshire.

Commissioner Reynolds asked if there is any section of Lombard she would consider safe for cyclists.

Mrs. Fleming said the section between Allen and Denney is safer because it is wider and has lighter traffic. She believes it would become less safe with bike lanes.

Larry Fleming, Beaverton, said it would be good to have more bike lanes in Beaverton but not on Lombard. He said cyclists entering Lombard from Denney tend to ride in the middle of the roadway because that is where they have good visibility. He said cyclists would be less safe if funneled into a bike lane where visibility was decreased. He said this could increase liability for the drivers entering the Lombard/Cheshire intersection.

Mark Boguslawski, Beaverton, said he supports installing bike lanes on Lombard. He said some have the mistaken impression that the primary purpose of a street's public right-of-way is to provide parking for the adjacent property owner. He said on a Collector Street providing on-street parking is a secondary purpose of the right-of-way; the primary function is always transportation. He said if there is extra room, residents can park in the public right-of-way. He said he regularly commutes on his bicycle but he also drives a car and finds on-street parking useful. Mr. Boguslawski said some think cyclists should maneuver around the parked cars on Lombard but that is not safe. He said some testified that the bike lanes on Hall Boulevard are good enough and cyclists should not need another north-south route. He said cyclists encounter too many hazardous sections on Hall north of Denney, with Hall's most serious hazard being the Hall/Allen intersection. He said the City cannot afford the \$10 to \$13 million cost to correct the bike hazards on Hall. He said bike lanes on Lombard would increase connectivity, provide a safer cycling route than Hall, and would be inexpensive to create.

Commissioner Wesolowski asked if Mr. Boguslawski often rides on Lombard.

Mr. Boguslawski said he does.

Commissioner Wesolowski asked where Mr. Boguslawski lives in relation to Lombard.

Mr. Boguslawski said he lives in South Beaverton and he rides toward downtown Beaverton to reach his office.

Commissioner Wesolowski noted that Mr. Boguslawski does not live on Lombard.

Mr. Boguslawski said that is correct. Lombard is part of his commute to work route.

Commissioner Engel asked if he feels safer riding on Lombard as it is now, compared to riding on Hall.

Mr. Boguslawski said he absolutely feels safer riding on Lombard, although maneuvering around the parked cars is challenging, especially between Allen and 5th Street. He said the problem is the difference in a bike's speed and a car's speed. He said riding beside parked cars is dangerous because he is riding next to moving cars at the same time and there is only a narrow gap between the parked and moving cars. He said this is less of a problem south of Allen. He said he has ridden his bicycle through the Hall/Allen intersection three times and every time he was terrified. He said the danger zone extends about 1000 feet along Hall on both sides of the Allen intersection. For approximately two minutes cyclists must "take the lane," meaning that they must ride

directly in the car travel lane during that time. He said motorists often behave aggressively when forced to share a lane with a cyclist and they can be brazenly rude.

Commissioner Engel asked if he has fewer car interactions on Lombard than on Hall.

Mr. Boguslawski said he has fewer car interactions on Lombard and that street seems more peaceful.

Commissioner Reynolds asked if he had tried other routes to reach downtown.

Mr. Boguslawski said he had; he rides into downtown from the Hart Road area and can use a combination of streets, including Main Avenue, 12th Street, Hall, and 5th Street. He said a great deal of public money was recently spent improving downtown Beaverton by constructing bike lanes on the north section of Lombard, from Farmington to Center Street past the Transit Center.

Commissioner Reynolds asked if Mr. Boguslawski's alternate route has more or less on-street parking compared to the parking on Lombard.

Mr. Boguslawski said Main Street has fewer parked cars; however, they are more evenly spaced than the cars on Lombard, which are often parked in groups.

Chairman Knees asked Mr. Boguslawski for the specific differences between the Lombard/Allen intersection and the Hall/Allen intersection. He understands that the bike lanes on Hall disappear at the intersection; the bike lanes at Lombard would also disappear at the intersection. What is the difference from a cyclist's perspective?

Mr. Boguslawski said at Lombard bike-car interaction would last at most 40 to 45 seconds; the bike-car Hall interaction lasts two minutes or more. He said traffic speed on Lombard is slower and drivers seem less angry.

Chairman Knees said he often sees the police photo radar van deployed on Hall so he assumes Hall traffic moves at about the posted speed limit.

Mr. Boguslawski said he is comfortable riding southbound on Hall once he passes Sabin Street, and riding northbound on Hall from 12th to 1st Street he feels safe. He said the Hall/Allen intersection is his main "element of terror."

Chairman Knees thanked Mr. Boguslawski for the maps and drawings he attached to his written testimony.

Ernie Metcalfe, Beaverton, said the oak tree in the photo shown by Mrs. Fleming stands in the sidewalk on the corner of his lot. Mr. Metcalfe said few cyclists ride on Lombard and he likes having the option of parking on the street. He said the City should install a traffic signal at the Lombard/Denney intersection. He said apartment residents sometimes need to park on the street. He said he has worked with George Fetzner of the City's Code Compliance staff to remove illegally parked cars on Lombard.

Bjoern Brunner, Beaverton, said he is chair of the Beaverton Bicycle Advisory Committee. He said Mr. Khasho talked with Committee members in February and asked

their opinion of the proposed Lombard bike lane drawings (attached to the staff report). He said the Committee agreed cyclists needed better north-south connectivity through Beaverton and especially to reach downtown destinations. He said regional talks on Highway 217 improvements discussed ways to get cyclists off Highway 217 and onto alternate north-south routes. He said improving local street connectivity with more bike lanes is the best way to meet this regional goal. Currently, cyclists do not have good north-south options through Beaverton. He said the bike lanes on Lombard near the Beaverton Transit are a great help. The Beaverton Bicycle Advisory Committee voted to support the installation of connecting bike lanes on the remainder of Lombard and he asked the Commission to support the proposal.

Commissioner Tran asked why Mr. Brunner said there are not good bike lanes available.

Mr. Brunner said Beaverton does not have adequate, north-south connecting bike lanes.

Commissioner Tran said Mr. Boguslawski stated in his testimony that Lombard is a friendlier route than Hall, and yet many Lombard residents testified that they rarely see cyclists using Lombard. He asked Mr. Brunner what accounts for this lack of use.

Mr. Brunner said he could not guess at others' reasoning. He said he rides Hall northbound and then he exits at Hart Road in order to avoid the Hall/Allen intersection. He said it is likely other cyclists also exit Hall before that intersection and proceed with their commute using local streets other than Lombard.

Commissioner Tran said that indicates cyclists might not use the proposed Lombard bike lanes because they are already finding enough alternate north-south routes.

Mr. Brunner said that is a possibility, though as the City improves infrastructure for cyclists ridership will continue to increase.

Commissioner Wesolowski said he is not familiar with the Bicycle Advisory Committee, but he assumes they have conducted studies to support the statement that improved infrastructure for cyclists increases ridership. Does he have data to support that claim?

Mr. Brunner said the City's Bicycle Advisory Committee does not conduct studies, though people who have done studies attend their meetings. He said most of the Committee's data comes from Mr. Khasho and the City of Beaverton.

Commissioner Engel asked why Mr. Brunner thinks the City should add bike lanes to Lombard instead of repairing the bike lane problems on Hall.

Mr. Brunner said he would love to see the bike lanes on Hall completed. He assumes the Commissioners are familiar with the City's Hall/Allen intersection studies that examined ways to acquire enough land to widen the intersection, add an additional turn lane, add bike lanes, and improve the intersection from Grade D to Grade C. He said widening the Hall/Allen intersection proved to be prohibitively expensive, whereas adding bike lanes on Lombard is less costly.

Michael Mulligan, Beaverton, said he is also a member of the City's Bicycle Advisory Committee. He pointed to Council Goal No. 5 "Assure a safe and healthy community,"

and said his professional work is in cardiac rehabilitation. Mr. Mulligan said bicycle riding is an especially healthy activity and anything the City can do to facilitate health and encourage residents to ride bicycles is positive for the whole community. He explained that cyclists have various levels of comfort and riding experience, so bike lanes encourage residents to feel safer and ride their bicycles more often. Mr. Mulligan stressed that bike lanes are positive for transportation and for community health.

Diane O'Neal, Beaverton, said she is on the chair of her condominium complex board on Alger Avenue and she is a member of the Vose NAC. Ms. O'Neal said Lombard is already congested at Allen, especially near the Arco gas station. She is concerned because the side streets entering Lombard often form three-legged intersections, instead of four-legged intersections. She sees more pedestrians using Lombard than she sees cyclists. She said the question no one has answered tonight is, "if we build it will they come?"

Chairman Knees said he, too, has heard no answer.

Victoria Toews, Beaverton, said she lives in a neighborhood south of Denney and she supports installing bike lanes on Lombard, with reservations. Mrs. Toews said she, her husband, and their two children enjoy biking as family recreation; in addition, she rides with her children from their home to the children's school located across 5th Street from the City Library. They also bike to the Farmer's Market in the summer so she believes her family has lots of experience riding bikes in this part of town. She said Hall is the easiest and most direct route to their downtown destinations; however, she believes Hall is too dangerous to bike with children, especially the Hall/Allen intersection. She said they reach downtown by cutting through on neighborhood streets. She said her family would definitely use the proposed Lombard bike lanes. She understands why people do not want to give up on-street parking. She said fixing the Hall/Allen bike lanes would be the best solution in an ideal world but the cost seems extreme.

Commissioner Reynolds asked if Mrs. Toews would feel safe riding with her children on Hall if the City corrected the bike lane problems at the intersection.

Mrs. Toews said she would. She said she frequently drives her car through that intersection and, if one does not "think like a cyclist," they do not realize the bike lanes end and cyclists must share the lane with cars.

James Parsons, Beaverton, said he is a bike commuter and supports bike lanes on Lombard. He said several people mentioned that cyclists take risks and disobey traffic rules while riding. He agreed that can happen, but cyclists are very aware that they are smaller than moving vehicles. He has seen drivers take risks and disobey traffic rules, too. He said that together he and his bicycle weigh about 350 pounds—that is nothing compared the weight of a car weighing one ton or more. He said one thing in a cyclist's favor is that they have a much greater sense of "situational awareness" as they observe traffic movement. With no metal surrounding him, he hears and sees traffic better than drivers; this means he can clearly see cars backing out of driveways or cars approaching at an intersection. When he sees a stopped truck or bus, he comes to a full stop if he cannot ride around it safely.

Mr. Parsons said he knows of only four, north-south travel routes through Beaverton. He said some tonight have stated that it would be better to correct the problems on Hall, rather than stripe new bike lanes on Lombard—he said the real difference is spending perhaps \$50,000 for striping bike lanes on Lombard, opposed to spending \$14 million to correct the Hall/Allen problems. He believes that would be a tremendous waste of City resources. He said Lombard is his primary route to reach the Fanno Creek Trail. He stated he will ride far out of his way to avoid the intersection of Hall/Allen. He said if he had thought more about the need for a Lombard bike connection he would have called the City and he would not have done it anonymously. He said apartment residents on Why Worry Lane often park on the street and a bike lane would especially improve cyclist safety there. He said well-connected bike lanes encourage children to try a healthy activity, reduce the number of cars on the road, and reduce the need for more parking spaces.

Commissioner Tran asked why more cyclists are not using Lombard now.

Mr. Parsons said it is no doubt mostly awareness and they have not yet tried Lombard. He said Lombard is flatter than Hall, which makes it a more attractive commuter route.

Commissioner Tran said approving a bike lane could mean compromising property values and inconveniencing residents by taking away their on-street parking. If the Commission did all this, what makes him think cyclists would actually use the new route?

Mr. Parsons said there is an old phrase that says, “If you build it they will come.” He said this is true with a new bike route. He said more people now ride bicycles because of rising gasoline prices and because many families can no longer afford cars for their teenagers. He said all those people need safe routes to ride bicycles.

Commissioner Reynolds asked Mr. Parsons about the \$14 million he mentioned.

Mr. Parsons said that is one estimate of the City’s cost to correct the bike lane problems at the Hall/Allen intersection. He said the City would have to buy several corner properties now owned by successful businesses and this would be costly.

Ken Rencher, Beaverton, said he uses Lombard for his bike commute to and from work, and home for lunch each day, in addition to riding Lombard to the Transit Center to take the MAX train into Portland. He said bike lanes and parking restrictions would improve riding safety. He said the sections of Lombard near the apartment complexes would not have parking restrictions according to the City’s staff report. Mr. Rencher said, if his wife were here tonight, she would speak more in favor of the parking restrictions than the bike lanes because cars parked south of Allen can cause visibility problems. He said Lombard is a quick, direct route into downtown Beaverton for cyclists and it is much more comfortable than Hall. He supports installing bike lanes.

Commissioner Reynolds asked how many cyclists Mr. Rencher sees using Lombard during morning and afternoon rush hours.

Mr. Rencher said one to two in addition to himself. He said in a 24-hour period, there are likely as many cyclists on Lombard as parked cars on Lombard. He believes more cyclists would use Lombard if there were bike lanes and no parking.

Commissioner Reynolds asked if he rides on Lombard during the weekend.

Mr. Rencher said he does.

Commissioner Reynolds asked how many cyclists ride Lombard on weekends.

Mr. Rencher said Lombard has more riders on weekends, especially recreational riders.

Manetta Andrew, Beaverton, said she thinks a bike lane would be fine; however, she does not want to lose her on-street parking because she likes to park on the street when she drops by her house for a few minutes during the day. She said six cars could park in her driveway. Her neighbor has a smaller driveway and they sometimes park a van in the street. She said several households on Lombard support themselves by holding continuous yard sales in front of their houses during the summer; these people need on-street parking or they would go out of business. She said the staff report says residents could easily park on side streets, but several side streets now have curbs, gutters, and traffic calming landscaping that limits parking.

Mrs. Andrews said a lack of on-street parking might make it harder to sell her house. She said when drivers are turning right they do not look left, so if a cyclist were crossing the intersection they would not see them. She said more people commuting on bicycles is a nice idea, but Lombard residents bought homes with on-street parking and they should not be penalized in order to support bike riding. She suggested painting a bike lane on one side of Lombard and leaving parking on the other side. She said her husband is home all day and he rarely sees a cyclist. She said adding more bicycles to Lombard's normal traffic, including garbage trucks, is too much. She said Alger Avenue would be a better choice for a bike lane.

Mrs. Andrews asked if the City has counted the number of cyclists in Beaverton and the number of bicycle accidents reported each year. She said Lombard residents could be losing their parking to benefit just a minute percent of the population. She said the public needs to know those statistics if the City intends to "make an agenda" to promote bike riding. She believes changing Beaverton removes the city's livability.

Chairman Knees said he understood Mrs. Andrews to say that she is in favor of bike lanes but not in favor of removing Lombard's on-street parking. Is she saying she is not in favor of this proposal?

Mrs. Andrews said she is against the proposal. She again suggested a street with bike lanes on one side and parking on the other side.

Barbara Chapnick, Beaverton, said she lives near Denney/Lombard and is a bicycle commuter and a member of the City's Bicycle Advisory Committee. Ms. Chapnick said she is a certified, licensed bicycling instructor for the League of American Bicyclists. She supports adding bike lanes on Lombard.

Ms. Chapnick said cyclists are vehicles and the law says they must drive like vehicles and obey traffic laws. She apologized for cyclists who do not obey traffic laws and said her goal as a cycling instructor is to train cyclists how obey laws and ride comfortably

with cars. She said the League of American Bicyclists does not take a stand on whether or not bicycle lanes are safer. She is originally from British Columbia, Canada, where there are no bike lanes and she is comfortable riding without lanes.

Ms. Chapnick said the City of Beaverton has a Transportation System Plan (TSP) and Washington County is working on their TSP; both plans stress connectivity for cars, cyclists, and pedestrians. She said the Fanno Creek Trail connects commuters from Wilsonville, Tualatin, and Tigard with the City of Beaverton and she commuted for 11 years from Lake Oswego to Beaverton using the Fanno Creek Trail. She said building bike lanes on the north section of Lombard was part of the WES commuter rail project and it is now time to connect the remaining section of Lombard to the Transit Center and the Fanno Creek Trail. As a homeowner, she understands how Lombard residents feel about their on-street parking. She asked residents to consider that bike lanes might actually increase their property values and attract buyers who want to commute by bike to the Beaverton Transit Center to reach jobs in other parts of the Metro region.

Ms. Chapnick said the Beaverton School District actively promotes a federal program called Safe Routes to School that encourages children to walk or bike to school instead of relying on parents to drive them. She said Vose Elementary School on Denney Road gives bicycles to students and teaches them how to ride to school. These children need safe routes like Lombard to ride their bikes to school and bike lanes establish boundaries for cars and bikes, increasing predictability, and thus safety. She was amazed that some testified they rarely saw a cyclist on Lombard because she regularly rides Lombard with her bike and attached trailer. She encouraged people to see a bigger vision of Beaverton's future. She said bike lanes on Lombard would improve regional connectivity for cyclists and support alternative modes of transportation and commuting.

Commissioner Tran asked Ms. Chapnick if a lower speed limit on Hall would make cyclists more comfortable when merging and riding in the shared traffic lanes at the Hall/Allen intersection.

Ms. Chapnick said that might be a small part of the solution. She said riding northbound on Hall, she takes the lane because cars are pushing her over; she will not ride southbound through this intersection because it is too dangerous. She said Hall's speed limit is 40 mph beginning near Sabin Street so a decreased speed limit would need to begin some distance prior. She said the real problem is that drivers do not know what to do when the bike lanes suddenly end and cyclists begin merging into their lane.

Commissioner Tran said it was stated in testimony that the cyclist's problem is the differential between bike and car speeds. Is that not true?

Ms. Chapnick said Commissioner Tran's questions implies that his solution is to correct the problems on Hall and leave Lombard without bike lanes. She said that solution does not address with the need for regional connectivity between the Fanno Creek Trail and the Transit Center; one solution does not solve both problems.

Commissioner Tran asked her to answer his original question.

Ms. Chapnick said she could not give a “yes” or “no” answer because her cycling experience is extensive and car speeds do not bother her. She said only research could answer Commissioner Tran’s question.

Commissioner Tran asked if Ms. Chapnick believes it is safer to ride on Lombard.

Ms. Chapnick said cyclists perceive Lombard as safer. She said less experienced riders might prefer Hall because they see the striped bike lanes. She said cyclists’ perception is the “Catch 22” of cycling. For herself, she feels safer crossing Allen at Lombard; however, she is speaking for the cycling community tonight and that community needs bike lanes to connect them to major destinations in order to encourage less experienced cyclists to ride.

Frank Gembinski, Beaverton, said many cyclists ride less frequently in the winter and that could account for residents seeing fewer cyclists on Lombard right now. He said the traffic lanes at the Lombard/Allen Arco station are like a “funnel” and cyclists are squeezed. He observed that 5th Street regularly has garbage roll carts sitting in the bike lane. He is against installing bike lanes on Lombard because he thinks the roadway is too narrow between 5th and 1st Streets. He said he rides north-south on Alger, turns west on 5th, then takes Lombard to the Transit Center. He said Lombard is dark in the winter and bike lanes would help drivers notice cyclists. He believes there is a change in drivers’ thinking when they see bike lanes. He explained the concept of “car privilege” and said drivers feel they own a roadway because they are driving a car. He said striping bike lanes changes that thinking and clarifies that others are also using the roadway.

Staff Comments:

Mr. Khasho responded to statements made during public testimony. He said there are several sections of Lombard where the proposed bike lanes would not be striped, including near the intersection of 5th Street, Allen, and Denney Road. These areas are already marked no parking. He said drivers’ speeds at intersections are typically slower because of the traffic signals. Mr. Khasho said the proposed plan is not a perfect solution; however, it is a safety improvement.

Mr. Khasho reviewed the posted speeds on Lombard, from Farmington to Allen the speed is 30 mph, from Allen to Denney Road the speed is 35 mph. He clarified that the lanes are the same width near the Arco station; what people are noticing is a pullout for buses at the TriMet stop. The lanes through the intersection are 12-feet wide.

Mr. Khasho said there was much testimony about the problems and possible solutions for cyclists riding on Hall Boulevard between 12th Street and approximately Sabin. He said the City began designing bike lanes though that section in 2001 and the construction cost then was more than \$7 million. Today, transportation funding is extremely limited and the construction cost would be much higher than the 2001 cost. He said the purchase for the commercial properties on the four intersection corners would be extremely expensive. The gas station has environmental cleanup and soil contamination issues and this would further increase project costs.

Mr. Khasho said staff went far beyond the public notice requirements to notify residents of this hearing. In addition to posting 16 public hearing signs along Lombard and

notifying the affected NAC chairs (required), staff also mailed approximately 480 non-required hearing notices to property owners, renters, and business along Lombard between Farmington and Denney Roads. These were sent as a courtesy to encourage as many stakeholders as possible to express their opinion on this issue.

Mr. Khasho said one person who testified questioned how Mr. Khasho tracks his voicemail messages and when he acts on those messages. He said if someone leaves a message saying, “I feel unsafe riding on Lombard and I want bike lanes” without leaving contact information, then he does not keep a record of that call. However, he keeps the concern in mind and he will check on it if he thinks it might be a legitimate safety issue. That is generally the end of the matter. Mr. Khasho said that, over time, he received several messages about the need for bike lanes on Lombard. He said he handles numerous matters every day and he cannot provide a specific number as requested in testimony. He said several City employees who use Lombard as their commute to work route also suggested that bike lanes on Lombard would improve safety. He stressed that these cyclists are Beaverton residents in addition to being City employees; he listened to their safety concerns as he would listen to those of any other resident or commuter.

Mr. Khasho discussed the suggestion of lowering Hall’s speed limit near the Allen intersection to reduce the difference between car and cyclists speeds. As the Commissioners know, speed limits are established by the State of Oregon based on the 85th percentile speed, meaning that 85 percent of the drivers are driving at or below that speed. He said lowering the speed on Hall to 30 mph would not make drivers drive at 30 mph; instead, drivers would drive at a comfortable speed for the road. He said much of Hall has five lanes and 40 mph is a reasonable speed. If the speed were lowered to 30 mph, police would have to work 24 hours per day to enforce the speed limit and make sure drivers drove at a lower than comfortable speed. That is not practical.

Commissioner Reynolds asked where cyclists would ride if garbage roll carts were left in the bike lane. He predicts the cyclist would pull out into the lane of traffic.

Mr. Khasho said that during his research he took particular note of where garbage roll carts were placed on Lombard and he learned that the carts are set on the planter strip. Each week, the garbage truck mechanically lifts the cart from the planter strip and then replaces it back in the same spot. He said the concerns about roll carts left on the street are not an issue. He said on 5th Street near Lombard, apartment residents do place their roll carts in the bike lane and a few years ago the Commission prohibited parking in front of the apartments every Thursday from 7:00 a.m. to 12:00 p.m. so residents could leave their carts on the curb. He said this needs enforcement from the City’s Code Compliance Program.

Commissioner Tran asked if the City keeps statistics of traffic collisions between cars and cyclists.

Mr. Khasho said they do.

Commissioner Tran asked for the statistics on car/cyclist collisions at Lombard/Allen.

Mr. Khasho said he would need time to do that research.

Commissioner Tran said one person suggested they stripe bike lanes on one side of Lombard, reserving the other side for parking. He asked if Mr. Khasho had ever considered that option.

Mr. Khasho said striping bike lanes on only one side of a two-way street would force cyclists to ride on the wrong side of the street, causing head-on collisions for cyclists.

Commissioner Tran asked if the testimony was accurate that the Hall/Allen intersection narrows forcing cyclists to share a lane with cars.

Mr. Khasho said that is accurate for the section of Hall between 12th Street and Sabin.

Commissioner Tran said reducing the speed differential between cars and cyclists might improve safety. He said installing speed humps on Hall could reduce traffic speeds, if the City could not reduce the speed limit.

Mr. Khasho said Hall Boulevard is a five-lane, Arterial Street intended to carry high traffic volumes. He said speed humps are not appropriate for Arterial Streets like Hall.

Commissioner Tran said Mr. Khasho stated earlier that traffic safety was his top concern. Commissioner Tran said the City has still not resolved Hall's bike safety issue. He said speed humps might inconvenience drivers on Hall, but if safety is really the City's top transportation concern then speed humps should be considered.

Mr. Khasho said Hall has five lanes and carries heavy traffic loads. He said installing speed humps would lower safety on Hall.

Commissioner Tran asked staff to return with statistics on car-cyclist collisions at Hall/Allen in addition to the statistics for the Lombard/Allen intersection.

Mr. Khasho said he will provide that data.

Commissioner Engel asked if adding bike lanes was the primary purpose of the City's 2001 Hall/Allen, or was the primary purpose adding additional car lanes with bike lanes as a secondary purpose.

Mr. Khasho said the 2001 project's primary purpose was adding bike lanes to improve cyclists' safety. He said the City applied for and received a federal grant for this project, though the grant was not enough to cover 50 percent of the costs. He said no other funds were available and the City had to return the grant money.

Commissioner Engel asked if the project had any other purpose besides bike safety.

Mr. Khasho said when a project involves purchasing expensive real estate on all sides of an intersection in order to widen the street, engineers design the project to bring the intersection into its ultimate lane configuration. He said the project would have included adding missing right-turn lanes.

Chairman Knees asked if Lombard is a Collector Street.

Mr. Khasho said that is correct.

Chairman Knees asked if it is typical to have residential driveways on a Collector Street.

Mr. Khasho said it is not typical under current City standards.

Chairman Knees said Lombard appears to be a Collector Street that does meet all the criteria, which might be why Lombard has gotten along without bike lanes.

Mr. Khasho said many of the homes were built before Lombard was a paved street. He said that in the early 1960s, Lombard did not have sidewalks and the City formed a Local Improvement District (LID) to install sidewalks. Mr. Khasho said Lombard is classified as a Collector Street because it meets the City's spacing criteria and because of Lombard's connectivity in relation to nearby streets. He said it is unfortunate that homes face the street, but that was a common way to build neighborhoods at one time.

Chairman Knees thanked Mr. Khasho for the history. He said regardless of the Commission's decision tonight, Lombard will never meet all the Collector Street criteria.

Mr. Khasho clarified that Lombard is very close to the Collector Street criteria, though not 100 percent.

Chairman Knees asked if staff took bicycle counts on Lombard.

Mr. Khasho said bike data at intersections was collected by manual counts for the TSP. This means a person was paid to stand at an intersection and count bicycles. He said they cannot use pneumatic tubes to count bicycles.

Chairman Knees asked when the last TSP count was completed.

Mr. Khasho said early 2009. He does not have the data with him.

Chairman Knees asked if garbage roll carts could be a problem for cyclists on Lombard.

Mr. Khasho said they are not a problem as they stay on the planter strip not in the street.

Chairman Knees closed the public hearing.

RECESS:

Chairman Knees called for a brief recess at 9:38 p.m.

RECONVENED:

Chairman Knees reconvened the meeting at 9:50 p.m.

Commission Deliberation:

Commissioner Reynolds said he appreciated all the testimony. He asked a man in the audience if he had injured his bandaged arm riding his bicycle. The man replied that was

correct. Commissioner Reynolds said one person testified that riding bicycles promotes health and another person testified that he likes to ride on flat roads. He questioned whether that meant cyclists want to ride on flat roads and not get any exercise, or do they want to ride on hills and get good health. He said that point was unclear from testimony. He said he saw people in the audience holding signs that said, “Yes, bike lanes.”

Commissioner Reynolds asked the audience if those who held up the signs in fact actually rode bicycles. Those audience members verbally confirmed that they rode bicycles. He said a woman stated that cyclists want to share the road with cars and want to be considered vehicles. He said many media sources say that cyclists should be taxed if they want to share the road with cars. He said if cyclists use the roads and expect to be treated like cars, and then cyclists should be taxed, licensed, and made to follow the same laws as cars. He has seen cyclists disobey traffic laws, for example, riding through stop signs at intersections, cutting around stopped cars at traffic signals, and riding through intersections against a red light. Commissioner Reynolds declared that if he did that in his car, the police would stop him and issue a traffic citation. He said cyclists should be treated the same way and held accountable for their behaviors; if they want to ride on public streets, they should accept the same responsibilities as drivers.

Chairman Knees reminded the audience that the time for public input was closed.

Commissioner Reynolds told a member of the audience that he was not speaking directly to her; he was just speaking his mind. He said if he owned a bicycle and if he were told he must pay a tax and licensing fee, he would pay because he understands that he was sharing the road and the cost with other vehicles that use the same road. He said he drives a car and he pays a license fee because that is the law. He said he shares the road with cyclists, he is courteous to them, and he allows them the right of way. Regarding parking restrictions, he wondered it were possible to restrict parking only during peak commute hours and allow residents to park on the street in the evening. He said residents should be allowed to park in front of their homes; they purchased their home because they liked the location on Lombard. He said driveways are sometimes already full of cars or guests arrive and need on-street parking. He said on-street parking is the residents’ right because it is their property and they should be able to park on the street in front of their home. He said he wholeheartedly believes this to be true. He urged his fellow Commissioners to vote against striping bike lanes on Lombard.

Commissioner Tran said he appreciates the large turnout and participation. He said there are two positives in favor of striping Lombard: 1) Lombard bike lanes could handle some of the bike traffic now on Hall, and 2) striping and removing parked cars would improve visibility on the street. He stated that is not enough for him support the proposal. He said Lombard has few cyclists in spite of the mentioned connectivity, lower traffic speed, lighter car traffic, and the flat grade of the street. He said the hope that eventually others will begin cycling on Lombard is not enough to justify inconveniencing residents by removing their on-street parking and lowering their property value. He said testimony showed cyclists could find alternate north-south routes to reach their destinations. He agrees with Commissioner Reynolds and will not support the proposal.

Commissioner Wesolowski said he is not convinced that a striped bike lane would solve all the problems that cyclists seem to think they have. He said the Hall/Allen intersection

would remain dangerous no matter what the Commission decides. He said there are not many cars parked on Lombard so there are few obstacles for cyclists to ride around and there is no need to worry about buses and garbage trucks since they are everywhere cyclists might ride. He has seen nothing to convince him that striping would resolve any specific issue. He said this proposal seems like a solution looking for a problem and he doubts that a real problem exists. He thinks there is room for everyone to use the street as it is. He said he sometimes rides a bike and he feels that riding without bike lanes is as safe as riding with bike lanes. He said cyclists must learn to be wary of their surrounding and learn to trust no one. He said Hall is a busy street and needs bike lanes, but Lombard is less busy and does not. He will vote no.

Commissioner Harris thanked all who participated in the hearing. He said the City's TSP talks about the importance of the Fanno Creek Trail connection because this route moves commuters from south of Beaverton all the way to the Beaverton Transit Center—without putting cyclists on an Arterial Streets. He said the Traffic Commission already held meetings on the TSP and one of the key discussion points was alternate transportation modes, such as walking and cycling. He said the Lombard connection seems viable based on what was stated in the TSP. He said this connection would serve its intended purpose and cyclists would hear about and use the improved route. He understands why residents want to retain their on-street parking, yet the City classifies Lombard as a Connector Street because that is how it functions today. He said he remembers Lombard from years ago and it certainly did not look like it does today—however, neither did Cedar Hills Boulevard when it had an airport. In the bigger vision for Beaverton, he said, this proposal fits well with the City's long-term transportation goals to connect transit with bike lanes. He said the proposal encourages bicycle commuting in our community and makes bike commuting easier and safer by keeping cyclists away from Arterial Streets. He does not favor building more roads, and this kind of proposal supports the connectivity needed to avoid building more roads.

Commissioner Engel said this proposal is obviously part of the City's overall transportation plan as it meets those criteria. Engel said Lombard presents an almost "golden opportunity" to link several modes of transportation. He said these are all guidelines and should not bind the Commission's judgment. He said what changed his mind was the man who first suggested that the City repair the problems at the Hall/Allen intersection instead of putting bike lanes on Lombard. Commissioner Engel said staff can point to the \$7 to 10 million required, but if the City really wants to repair the Hall intersection they should do it right and they should pay for it. He said painting bike lanes on Lombard is less expensive, yet it would not correct the real problem. He understands that the Commission is not here to vote on repairing the Hall/Allen intersection, but in light of the community's input tonight, he cannot support staff's proposal.

Chairman Knees said he originally had no strong feelings about this issue one way or the other. He said as he listened to testimony, he became much more aligned with the residents who want to keep the on-street parking that has been in front of their homes for 10 to 50 years. He said they are used to having a place to park extra cars and he does not want to take that away from them. He said that would be the wrong thing for the City to do and would overshadow any benefit gained from installing bike lanes. Chairman Knees believes cyclists who now use Lombard would continue to do so and they would be just fine without painted bike lanes.

Commissioner Reynolds apologized to anyone he might have offended by his comments and said he had not directed his comments to any individual. He stated that he is here to speak his mind.

Commissioner Wesolowski MOVED, SECONDED by Commissioner Tran that the Commission reject staff's proposal on Issue TC 666 "Striping of Bike Lanes and Parking Revisions on SW Lombard Avenue between 1st Street and Denney Road" as written.

There was no further discussion. Question called on the motion. Commissioners Knees, Engel, Reynolds, Tran, and Wesolowski voted AYE. Commissioner Harris voted NAY. The MOTION CARRIED. (5:1)

OLD BUSINESS

Mr. Khasho had no old business.

Chairman Knees asked for a copy of the City's design standards for roadways.

Mr. Khasho said he would make sure each member of the Commission had a copy of the City's Engineering Design Manual Standards for roadway cross sections.

NEW BUSINESS

Mr. Khasho said the City just completed a project using American Recovery and Reinvestment Act (ARRA) stimulus funds to retime the traffic signals on Cedar Hills Boulevard between Millikan and Walker Road.

Commissioner Tran asked when the retiming project was completed.

Mr. Khasho said they completed the retiming last month.

Mr. Khasho said the other ARRA project was the adaptive traffic signal system on Farmington Road. He said construction would start in April and would include signal modification, video detection, and fiber optic installation prior to the beginning of the adaptive system installation. Mr. Khasho said the adaptive system uses servers installed at City Hall to communicate with traffic signals on Farmington Road between Hocken Road and Griffith Drive. He said the system's capability could expand to include signals on Canyon Road and Beaverton-Hillsdale Highway, if the City finds funding in the future.

Mr. Khasho said the Regional Arterial Signal Enhancement Project on Allen Boulevard replaces the signal controllers and cabinets, and retimes Allen signals from Wilson to King. That project should begin soon.

Commissioner Engel asked what is involved when the City retimes traffic signals.

Mr. Khasho said signal retiming begins by collecting new traffic data, including how many cars are turning during peak traffic hours and at midday. They compare the current timing to the optimum timing and make adjustments to improve efficiency. Some signal times might increase and the splits between intersection legs might be adjusted based on current traffic volumes. These steps increase traffic signals efficiency at intersections.

Commissioner Tran asked what the City was trying to achieve when retiming the traffic signal at Cedar Hills and Walker Road.

Mr. Khasho said the project synchronized all the traffic signals along the Cedar Hills corridor between Hall and Walker so they work together.

Commissioner Tran said he was previously able to hit all green lights from Farmington to Highway 26 but not during the past several weeks; now, he hits a red light at Cedar Hills and Walker. He said that is illogical considering that the signals were retimed. He asked if the City conducted studies to confirm that they achieved the project's objectives.

Mr. Khasho said the timing was monitored and travel time delays were evaluated both before and after the corridor signals were retimed.

Commissioner Tran asked which travel direction staff monitored.

Mr. Khasho said the pre- and post project monitoring of traffic delays was for both northbound and southbound Cedar Hills, with each direction evaluated both separately and together. Post-project monitoring clearly showed delay reductions.

Commissioner Tran asked Mr. Khasho to explain the term delay reduction.

Mr. Khasho said the term refers to travel time. It now takes less time to travel the Cedar Hills corridor between Hall and Walker than it took prior to the signal retiming.

Commissioner Tran asked if that includes driving through the Cedar Hills and Walker intersection.

Mr. Khasho said it did.

Commissioner Tran said that is odd because, during the past several weeks, he has noticed longer delays driving northbound through the Cedar Hills/Walker intersection.

Mr. Khasho said new timing plan monitoring showed delay reductions and improved efficiency. He would go back and review it again.

Commissioner Reynolds referred to the Scholls Ferry/Murray intersection and said the left turn signal timing for northbound traffic is awful. He was at the end of a traffic queue waiting to turn left onto northbound Murray and some of the waiting cars did not get through the signal on the green phase.

Mr. Khasho asked how many cars were waiting in the queue.

Commissioner Reynolds said the left-turn queue extended from the intersection to the Walgreens Drug Store; the last four cars had to wait for the next cycle.

Mr. Khasho will talk with Washington County transportation engineers because the County maintains that signal. He said the County knows the flashing yellow signal was working correctly—the problem was that some drivers ignored the signal. The County

recently removed the flashing yellow arrow signal to improve safety, though that change now limits intersection capacity.

ADJOURNMENT

There being no further business to come before the Commission at this time, the meeting was adjourned at 10:21 p.m.

Debra Callender
Commission Recorder